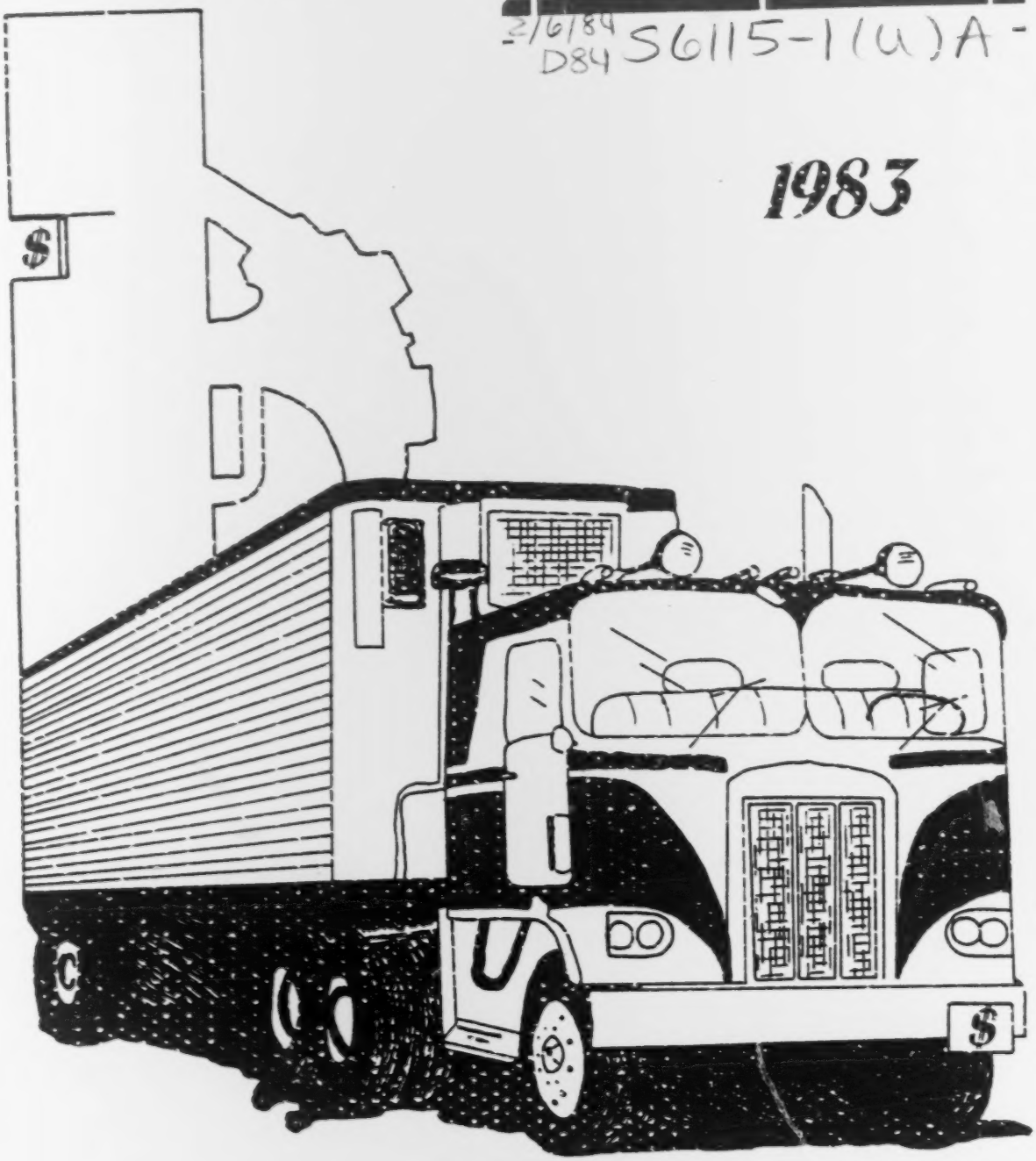
NORTH DAKOTA HIGHWAY STATISTICS

2/6/84
D84 S6115-1(U)A

1983



prepared by
Planning Division
North Dakota State Highway Department

NORTH DAKOTA
HIGHWAY STATISTICS

January 1984

Prepared by

NORTH DAKOTA STATE HIGHWAY DEPARTMENT
BISMARCK, NORTH DAKOTA

HIGHWAY COMMISSIONER
Duane R. Liffrig

PLANNING DIVISION
Gary Berreth, P.E.

In cooperation with the

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TABLE OF CONTENTS

	Page
Preface	1
Highway Statistics (Historic Trend Chart)	2
Highway Mileage	3-4
Highway Travel	5
Federal-Aid Apportionments	6-8
Highway-User Taxation	9-13
Motor Fuels	14-15
Motor Vehicle Registrations	16-17
State Highway Department Receipts	18
State Highway Department Disbursements	19
Highway User Revenue Distribution	20

PREFACE

The 1983 issue of *North Dakota Highway Statistics* is a compilation of data relating to roads and streets in the state of North Dakota. It presents tables on highway mileages by system or political subdivision, motor vehicle travel on these various road systems, motor vehicle registrations, motor fuel consumed, and the sources and expenditure of funds which construct and maintain these systems.

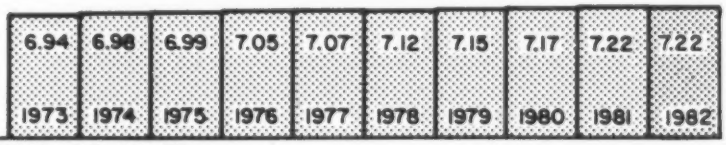
Information in this publication was obtained from various records and reports of federal, state, and local agencies. We wish to express our appreciation to these agencies and the personnel who assisted in the collection of this data.

NORTH DAKOTA HIGHWAY STATISTICS

CALENDAR YEAR

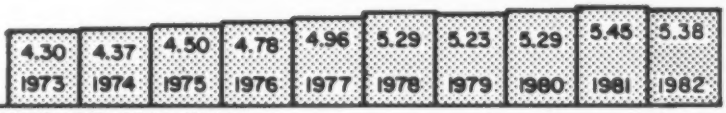
STATE HIGHWAY SYSTEM MILEAGE

THOUSANDS OF MILES



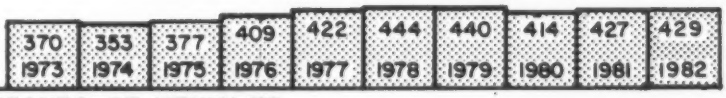
VEHICLE MILES TRAVELED IN STATE

BILLIONS OF MILES



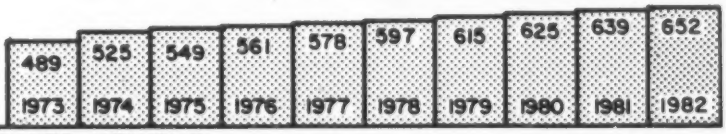
GALLONS OF FUEL TAXED FOR HIGHWAYS

MILLIONS OF GALLONS



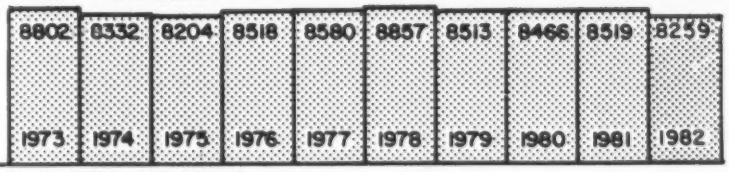
MOTOR VEHICLE REGISTRATIONS

THOUSANDS OF VEHICLES



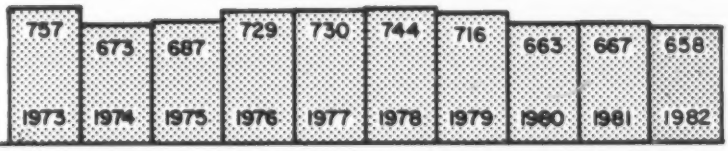
MILES TRAVELED PER VEHICLE

MILES PER VEHICLE



GALLONS CONSUMED PER VEHICLE

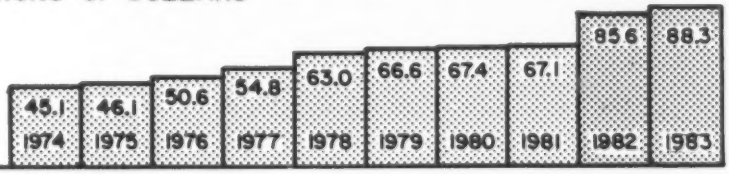
GALLONS PER VEHICLE



FISCAL YEAR

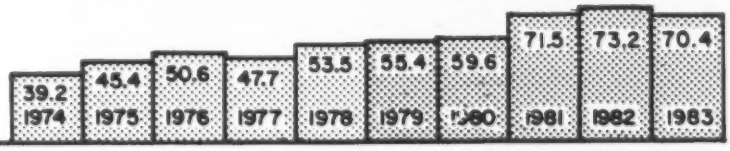
HIGHWAY USER REVENUE (In State)

MILLIONS OF DOLLARS



FEDERAL AID APPORTIONMENTS

MILLIONS OF DOLLARS



MILEAGE OF NORTH DAKOTA ROAD AND STREET SYSTEMS

Construction and maintenance of North Dakota road and street mileage is the responsibility of five separate administrative jurisdictions: federal, state, counties, organized townships, and incorporated cities.

Roads under federal jurisdiction consist of those located in national parks, forests, and reservations.

State highways are comprised of four designated systems: interstate, primary, secondary, and urban. In order to achieve continuity, highway routes may extend into or through municipal areas thereby connecting the rural parts of the routes. These connecting links are known as urban or municipal extentions. The state highway system is under the administrative jurisdiction of the State Highway Department. Roads located within the confines of state parks are under the administrative jurisdiction of the State Park Service.

County highways consist of a designated federal highway aid system of local roads, and a regular county road system. County and other local road systems may also extend into or through municipalities. The county highways are under the administrative jurisdiction of the Board of County Commissioners of the 53 North Dakota counties. Counties have the responsibility for construction and maintenance of bridges on local roads and streets.

The roads in organized townships, of which 1,359 township boards in North Dakota have jurisdiction, form a system which serves local rural travel. Those roads similar in character but located in unorganized townships are under the jurisduction of the Board of County Commissioners of the county in which such roads are situated.

The 366 incorporated cities develop their own arterial and other street systems for which they are responsible. Unincorporated city streets in unorganized township territory are the responsibility of the Board of County Commissioners of the county in which such cities are situated. Unincorporated city streets located in organized township territory are the responsibility of the organized township in which such cities are situated.

SUMMARY OF EXISTING MILEAGE OF NORTH DAKOTA ROADS AND STREETS
CLASSIFIED BY SYSTEMS AND SURFACED AND UNSURFACED TYPES

December 31, 1982

System	Surfaced Mileage			Unsurfaced Mileage		Total Surfaced and Unsurfaced Mileage
	Hard Surface					
	Bituminous	P.C. Concrete	Gravel	Graded and Drained	Unimproved Roads and Trails	
State - Interstate - Rural Roads	-	531.7	-	-	-	531.7
- City Streets	-	39.4	-	-	-	39.4
- Total	-	571.1	-	-	-	571.1
- Primary - Rural Roads	5,173.3	78.9	-	-	-	5,252.2
- City Streets	305.0	27.0	0.6	-	3.0	335.6
- Total	5,478.3	105.9	0.6	-	3.0	5,587.8
- Secondary - Rural Roads	912.5	5.6	63.0	-	-	981.1
- City Streets	26.5	1.1	-	-	-	27.6
- Total	939.0	6.7	63.0	-	-	1,008.7
- Urban - City Streets	18.2	5.7	-	-	-	23.9
- State System Only:						
- Rural Roads	27.4	-	1.5	-	-	28.9
- City Streets	3.2	-	-	-	-	3.2
- Total	30.6	-	1.5	-	-	32.1
- Total State Systems:						
- Rural Roads	6,113.2	616.2	64.5	-	-	6,793.9
- City Streets	352.9	73.2	0.6	-	3.0	429.7
- Total 1/	6,466.1	689.4	65.1	-	3.0	7,223.6
County - Federal Aid Secondary - Rural Roads	3,165.7	33.1	5,974.3	48.5	39.4	9,261.0
- City Streets	116.4	2.2	68.4	-	0.1	187.1
- Total	3,282.1	35.3	6,042.7	48.5	39.5	9,448.1
Other Rural Roads and Streets	902.8	45.3	52,229.0	6,892.1	26,382.3	86,451.5
Incorporated City Streets 2/	1,795.1	199.9	1,065.9	14.5	158.6	3,234.0
Total Rural Roads	10,181.7	694.6	58,267.8	6,940.6	26,421.7	102,506.4
Total City Streets	2,264.4	275.3	1,134.9	14.5	161.7	3,850.8
Grand Total Rural Roads and City Streets	12,446.1	969.9	59,402.7	6,955.1	26,583.4	106,357.2

1980 FUNCTIONAL SYSTEM MILEAGE

System	Rural	Urban	Total
Interstate	536	35	571
Other Principal Arterial	1,364	136	1,500
Minor Arterial	4,100	189	4,289
Collector	18,587	222	18,809
Local	80,202	986	81,188
TOTAL	104,789	1,568	106,357

1/ Under jurisdiction of the State Highway Department.

2/ Exclusive of state and county system street mileage shown above.

ESTIMATED 1982 ANNUAL VEHICLE MILES OF TRAVEL ON ALL ROADS AND STREETS

TRAVEL SHOWN IN THOUSANDS OF MILES

Vehicle Type	FAI System	Principal Arterial Sytem	Minor Arterial System	Major Collector System	Minor collector System	Other Rural Roads	Inc. Streets	Total
Passenger Cars								
Local	315,733	749,621	639,017	483,452	71,137	185,794	288,006	2,732,760
Foreign	158,109	71,686	46,381	31,384	1,613	4,164	6,177	319,514
Motorcycles	4,517	6,560	5,154	3,444	365	1,540	20	21,600
Buses 1/	13,429	9.954	12,895	8,701	5,442	12,493	163	63,077
Single Unit Trucks								
Panels & Pickups 2/	163,897	311,209	367,365	283,662	70,597	286,021	46,173	1,528,924
2 Axle, 6 Tire	23,712	33,775	53,403	45,125	18,203	44,666	6,286	225,170
3 Axle	12,402	18,664	28,139	27,333	5,599	25,955	632	118,724
Semitrailer Comb.								
3 Axle	1,360	1,826	1,641	1,491	104	513	82	7,017
4 Axle	5,948	3,213	3,638	2,749	515	1,027	61	17,151
5 Axle or more	130,428	57,622	64,152	31,229	3,458	6,218	326	293,433
Full Trailer Comb.								
5 Axle or less	13,194	5,343	9.332	6,383	1,374	1,540	--	37,166
6 Axle or more	6,631	3,352	3,352	2,466	400	513	--	16,714
TOTAL	849,360	1,272,825	1,234,469	927,419	178,807	570,444	347,926	5,381,250

Open entries indicate less than 0.1 of 1%
1/ Commercial, School, and Camper Buses combined.
2/ 2 Axle, 4 Tire combined with Panels and Pickups.

FEDERAL-AID HIGHWAY FUNDS APPORTIONED TO NORTH DAKOTA

Federal-aid apportioned to the various states for highway purposes is derived from a 9 cent per gallon tax on gasoline, diesel, and special fuels used in highway vehicles; the unrefunded portion of the tax on gasoline used for nonhighway purposes. Motor fuel with at least 10 percent alcohol is taxed at 4 cents per gallon; all of the 12 percent tax on new trucks 33,000 pounds and over gross vehicle weight; the 12 percent tax on new trailers 26,000 pounds and over gross weight; a variable tax rate on highway tires weighing in excess of 40 pounds; and an annual highway use tax on certain trucks, truck-tractors, and buses.

The net proceeds of these revenues go into a federal highway trust fund from which authorized appropriations of regular federal-aid are apportioned annually to the states by the following formulas:

Federal-Aid Highway Funds	Formula Factors
Interstate System	In the ratio which the federal share of the estimated cost of completing the interstate system in each state bears to the federal share of the total estimated cost of completing the interstate in all states, no state shall receive less than one-half of one per centum of total apportionment. Whenever such amounts made available for the interstate system in any state exceed the cost of completing and rehabilitating that state's portion of the interstate system, the excess amount shall be transferred to the amounts apportioned to such state for primary, rural secondary and urban highways.
Interstate System Rehabilitating	Seventy-five percent of apportionment in the ratio which the lane miles on the interstate system which have been in use for more than five years (other than those on toll roads) in each state bears to the total of the lane miles on the interstate system which have been in use for more than five years (other than those on toll roads) in all the states. Twenty-five percent of apportionment in the ratio which the total vehicle miles traveled on the lanes on the interstate system which have been in use for more than five years (other than those on toll roads) in each state bears to the total vehicle miles traveled on the lanes on the interstate system which have been in use for more than five years (other than those on toll roads) in all the states.
Consolidated Primary System (Includes urban extensions of primary system and priority primary routes.)	**Formula A** Two-thirds of apportionment in the ratio which the total area, population of rural areas, and intercity and rural delivery mail route mileage where service is performed by motor vehicle of the state bears to the total land area, population of rural areas, and intercity and rural delivery mail route mileage where service is performed by motor vehicle of all the states. Each factor is given equal weight and each counts one-third. One-third of apportionment in the ratio which the population in urban areas in each state bears to the total population in urban areas in all the states. No state shall receive less than one-half of one per centrum of each year's apportionment. **Formula B** One-half in the ratio which the population of rural areas of each state bears to the total population of rural areas of all the states as shown by the latest available federal census and one-half in the ratio which the population in urban areas in each state bears to the total population in urban areas in all the state as shown by the latest federal census. No state shall receive less than one-half of one per centum of each year's apportionment or less than the smaller amount as computed by either Formula A or B.

Rural Secondary System	In the ratio which the total area, population of rural areas, and intercity and rural delivery mail route mileage where service is performed by motor vehicle of the state bears to the total land area, population of rural areas, and intercity and rural delivery mail route mileage where service is performed by motor vehicle of all the states. Each factor is given equal weight and each counts one-third. No state shall receive less than one-half of one per centum of each year's apportionment.
Federal-Aid Highway Funds	**Formula Factors**
Urban System	In the ratio which the population in urban areas, or parts thereof, in each state bears to the total population in such urban areas in all the states. No state shall receive less than one-half of one per centum of each year's apportionment.
Safer Off-System Roads (Financed from general funds.)	In the ratio which the area, population of rural areas, and off-system road mileage of each state bears to the total area, population of rural areas and off-system road mileage of all the states. Each factor is given equal weight and each counts one-third.

The foregoing federal-aid highway funds are apportioned to North Dakota for highway and street construction, planning and research, and for use in constructing bicycle trails and pedestrian walkways. Urban system apportionment funds are availalbe for the construction, reconstruction, and improvement of rail transit facilities and purchase of rail or bus rolling stock.

For the most part participation in the costs of North Dakota highway projects financed by primary, secondary, urban and off-system federal-aid highway funds are shared 76.17 percent federal and 23.83 percent state. Interstate highway construction projects are financed 90 percent federal and 10 percent state funds. Interstate highway portland cement concrete (PCC) recycling projects are financed 95 percent federal and 5 percent state funds.

Federal funds, appropriated entirely from the Federal Highway Trust Fund, are apportioned to the states for a number of highway safety programs. Federal funding of these highwy safety projects vary from 50 to 100 percent depending on type of program.

In addition to the above apportionment some special 100 percent federal highway funds are also expended in North Dakota. These funds are for the most part provided by the Department of Defense and the Corps of Engineers, and are used for construction and maintenance of local military defense roads and for the relocation or extraordinary improvement of roads in federal dam areas.

APPORTIONMENT OF FEDERAL-AID HIGHWAY FUNDS TO STATE OF NORTH DAKOTA

1974-1983

Fiscal Year	Federal-Aid Highway Program Apportionments								
	Interstate Highways								
	Regular	Rehabilitation	Primary Highways	Secondary Highways 1/	Urban Highways	Economic Growth Centers	Planning and Research	Metropolitan Planning	Bridge Replacement
	$	$	$	$	$	$	$	$	$
1974	12,661,453	—	9,679,608	5,089,249	4,288,595	—	—	117,370	78,528
1975	14,744,089	—	10,857,430	5,273,554	4,388,348	—	—	132,300	700,655
1976	15,006,408	—	12,592,315	5,746,628	4,393,059	1,316,077	—	137,013	—
1977 3/	404,623	—	18,248,771	10,724,812	7,870,450	740,900	272,000	140,519	335,320
1978	15,806,158	2,435,823	12,105,312	5,234,288	3,890,450	727,382	—	146,014	542,314
1979	15,567,879	2,417,563	12,661,624	6,236,744	3,841,894	684,899	620,822	153,738	4,124,830
1980	15,607,695	1,926,271	14,004,582	6,864,206	3,841,894	687,310	672,482	164,763	5,766,880
1981	16,808,287	1,915,156	14,873,674	7,476,626	3,841,894	600,814	654,828	170,888	7,946,432 4/
1982	16,808,287	2,924,484	11,935,957	4,864,010	3,824,347	625,732	720,956	161,773	19,429,512 4/
1983	14,887,340	6,726,781	14,459,832	7,983,956	3,841,895	134,594	837,514	226,625	7,097,178

Fiscal Year	Federal-Aid Highway Program Apportionments									Total Fed-Aid Hwy Apportionments
	Safer Off-System Roads	Wave Erosion Prevention Demo.	Emergency Relief	Defense Access Roads 2/	Forest Highways	Federal Land Highways	Beautification	Access Highways to Recreation Areas	Highway Safety Programs	
	$	$	$	$	$	$	$	$	$	$
1974	—	—	—	4,372,899	117	—	597,500	—	2,267,144	39,152,463
1975	—	—	255,500	2,359,221	117	—	2,465,925	—	4,269,378	45,446,517
1976	3,532,870	—	143,613	2,325,890	117	300,000	390,000	—	4,666,546	50,550,536
1977 3/	2,269,681	—	1,202,451	660,273	146	—	31,870	—	4,769,479	47,671,295
1978	2,235,270	—	1,529,029	2,500,254	117	1,500,000	—	750,000	4,095,243	53,497,654
1979	—	—	95,454	887,193	123	—	—	3,460,000	4,646,168	55,398,931
1980	—	—	1,957,379	246,070	114	—	—	3,050,000	4,846,855	59,636,501
1981	—	—	1,840,117	483,248	114	—	—	10,000,000	4,864,609	71,476,687
1982	—	—	—	297,000	114	—	—	6,875,000	4,764,601	73,231,773
1983	—	4,500,000	—	388,000	24	300,000	—	4,270,000	4,778,721	70,432,460

1/ After deducting one and one-half percent for highway research, 50 percent of secondary funds are allocated for county FAS highways.
2/ Funds received from U.S. Department of Defense for construction and maintenance of ABM and Missile Complex access roads.
3/ Includes transitional quarter apportionment. Federal government changed ending of fiscal year from June 30 to September 30.
4/ Includes $15,000,000 Bridge Discretionary Funding for Bismarck Expressway Bridge.

HS83 1

ROAD-USER AND SPECIAL TAXES AND FEES LEVIED FOR HIGHWAY PURPOSES BY THE STATE OF NORTH DAKOTA

Following is a list and a brief discussion of the various road-user and special excise taxes levied in the state for road and street purposes:

Motor Fuel Taxes
Special Fuels 2% Excise Tax
Motor Vehicle Registration Fees
Motor Vehicle 4% Use Tax
Ton Fees
Trip Permit Fees
Motor Vehicle Driver's License Fees
Proportional Registration (Trucks) Fees
Approved Equipment Fees
Overweight/Size Moving Permit Fees
Mobile Home Moving Permit Fees
Escort Service Fees
Truck Overload Fees
Gas and Oil Production Tax

Motor Fuel Taxes

The state tax on both gasoline and special motor fuels is currently 13 cents per gallon. Special motor fuel consists largely of diesel fuel. On fuels containing a minimum of 10 percent agricultural ethyl alcohol (gasohol) whose purity is at least 99 percent alcohol the state has the following variable tax rate: 1983 calendar year, 9 cents per gallon; 1984 calendar year, 8 cents per gallon; and 1985 calendar year, 7 cents per gallon. The tax on agriculturally derived alcohol or oil blended special fuel is 9 cents per gallon.

No tax is collected on motor fuel sold out-of-state. Motor fuel purchased by the federal government is tax exempt. Eleven and one-half of the 13 cents per-gallon tax on the gallons of gasoline and special fuels sold is refundable for non-highway use with the exception that the full 13 cent tax is refundable when used for aviation purposes or by a governmental agency in construction or maintenance of a public road, street or airport. The 11 cent refundable tax on agricultural gasoline purchased during the period April 1 — September 30 each year may be assigned by the purchaser to the dealer. One-half cent of the non-refundable tax on gasoline, gasohol, and special motor fuels is transferred to a agriculturally derived fuel tax fund, which is used to provide for the implementation of a state agricultur processing industry. There is no refund of the state gasoline or special motor fuels tax to a person, firm, or private corporation doing work paid for from public funds.

Special Fuels 2% Excise Tax

Special Fuels used for agricultural, railroad, industrial, and heating purposes are exempt from the 13 cents per-gallon special fuels tax and instead are subject to a 2% excise retail sales tax.

Motor Vehicle Registration Fees

Motor vehicles are registered (licensed) in North Dakota according to weight and age; passenger vehicles by manufacturer's specified shipping weight and trucks by owners declared gross weight. Registration fees increase as to vehicle weight and decrease with age. There are three statutory fee schedules in force: one for passenger cars and buses; one for farm trucks; and another for all other trucks.

Motor Vehicle 4% Use Tax

A 4% use tax is levied on the net price of motor vehicles purchased at retail outside the state and brought in for use on North Dakota roads and streets.

Ton Fees

Ton fees are levied in addition to truck registration fees on trucks having a gross weight of 12,000 — 24,000 pounds, except farm and city. Annual fees are $4 for each 2,000 pounds of registered gross weight. As a result of recent legislation, the ton fee levy will be discontinued effective January 1, 1984.

Trip Permit Fees

Non-residents electing to pay a trip permit fee in lieu of registration, when authorized to do so by the state highway commissioner, shall pay a fee of $20 for a trip permit which shall be valid for a period of seventy-two hours. The trip permit fee is paid on trucks having three or more axles. Trucks in this category are restricted to interstate operation. Except lease and rental vehicles, two axle foreign trucks are generally regarded as reciprocal and as such are not subject to the trip permit fee.

Proportional Registration Fees (Interstate Trucks)

North Dakota currently has mileage proration agreements (IRP, Uniform Compact, and Multi-State) with 39 states and two Canadian provinces: a quarterly flat tax fee agreement with the province of Manitoba; and a ton mile agreement with the province of Saskatchewan.

The mileage proration method permits the prorating of truck registration fees of the North Dakota truck fee schedule on a basis of miles of travel in North Dakota as a percentage of total fleet mileage in all states.

R-plates and cab cards are issued as a means of identification to trucks operating under reciprocal agreement. R-plates are issued to Saskatchewan trucks paying the ton mile agreement fee and $4 per plate. Cab cards are issued to trucks and trailers operating under the uniform proration agreement for $5 per cab card. Identification for trucks operating under the IRP is issued by the base state only.

Approved Equipment Permit Fees

The maximum gross weight at which a truck can be registered in North Dakota is 105,500 pounds. On the interstate highway system the maximum gross weight is 80,000 pounds. On roads other than state highways the maximum gross weight is 80,000 pounds unless designated for more, but cannot exceed 105,500 pounds. The highway commissioner has the authority to exempt certain vehicles from gross weight limitations not to exceed 80,000 pounds on the interstate system and 105,500 pounds on all other highways. The fee for exemption is $15 per year with the issuance of an Equipment Approval Certificate.

Overweight/Size Moving Permit Fees

A single trip permit is required to move on the highways of this state any equipment having a weight and size which does not conform to legal limits. The fee for such a permit is $5. Permitted vehicles and loads of extraordinary size and weight are also required to pay heavy weight and ton mile fees.

Mobile Home Moving Permit Fees

Any mobile home having a length, width, and height in excess of 60 feet, 8 feet, and 12½ feet respectively, must have a special permit before moving on the highways of this state. The fee for a mobile home moving permit is $5.

Escort Service

This service, performed by the State Highway Department, is required when very heavy and/or oversize equipment is moved on the state highway system. Escort service fees are $30 per hour and 30 cents a mile for each officer.

Truck-Overload Fees

Overload fees are collected from trucks found to be carrying a load in excess of legal or restricted limits. The imposition of such fees does not constitute an extension of the allowable load limits, but rather is a penalty for overloading. Court assessed charges for the extraordinary use of the highway, streets or roads are as follows: 1 cent per pound for each pound of weight in excess of the legal limit up to 3,000 pounds of excess weight; 4 cents per pound for each pound which exceeds the legal limit by over 3,000 pounds but is less than 5,000 pounds of excess; 8 cents per pound for each pound which exceeds the legal limit by over 5,000 pounds but is not more than 10,000 pounds; 10 cents per pound for each pound which exceeds the legal limit by over 10,000 pounds but is less than 20,000 pounds of excess weight; and 20 cents per pound for each pound which exceeds the legal limit by more than 20,000 pounds.

Motor Vehicle Driver's License Fees

No person, except those expressly exempted, shall drive any motor vehicle upon a highway in the state unless he has in his possession a valid driver's license. The fee for such a license is $8 for a four-year period.

Gas and Oil Production Tax

A 1% severance tax on the gross value at the well of oil and gas produced in the state during the 1981-83 biennium is dedicated for highway purposes. Revenue distributed during the 1983-85 biennium will be limited to severance taxes collected prior to July 1, 1983. Distribution will be made during September 1983.

PROVISIONS GOVERNING THE DISPOSITION OF NORTH DAKOTA REVENUES FOR HIGHWAY PURPOSES
ACCRUING FROM STATE SOURCES, JULY 1, 1983-JUNE 30, 1985

Collection Agency and Fee or Tax	Disposition of Revenue		
	Fund	Amount or Proportion	Object of Expenditure
Motor Vehicle Department			
Motor Vehicle Registration and Related Fees	Motor Vehicle Operating Fund	Amount required of $4,574,978 legislative appropriation for biennium ending June 30, 1985	Collection and Administrative costs of the Motor Vehicle Department
	Highway Tax Distribution Fund 1/	Remainder: 63% to State Hwy. Dept. 37% to Counties & Cities 2/	 For State highway use. For local road and street purposes.
4% Motor Vehicle Use Tax applied on price of vehicles purchased outside of State	Highway Tax Distribution Fund 1/	50% of receipts: 63% to State Hwy. Dept 37% to Counties & Cities 2/	 For State highway use. For local road and street purposes.
	State General Fund	50% of receipts.	For State general use.
Ton Fees	Highway Tax Distribution Fund 1/	63% to State Hwy. Dept. 37% to Counties & Cities 2/	For State highway use. For local road and street purposes.
Unsatisfied Judgement Fees	Special State Fund	All	Pay judgements awarded by courts in motor vehicle accident cases in which driver responsibility is lacking.
State Tax Commissioner			
Gasoline Tax 3/ (13¢ per gallon)	Motor Fuel Dealers:		
	Wholesale	Retain 2% of gross tax receipts.	For collection of gasoline taxes.
	Retail	Allowed the amount of gas tax on 1% of gallonage purchased.	For evaporation and shrinkage at retail level.
	Gas Tax Refund	Amount required, approximately 11% of State Tax Commissioner's receipts.	Pay gas tax refund claims for nonhighway use.
	Aeronautics Commission Special Fund	All unrefunded tax on aviation fuel.	For airport use.
	State General Fund	Legislative appropriation of $654,000 for biennium ending June 30, 1985.	Pay cost of motor fuel tax collection and administration.
	Township Road Fund	Proceeds from 1¢ per gallon tax.	For township road purposes.
	Highway Tax Distribution Fund 1/	Remainder: 63% to State Hwy. Dept. 37% to Counties & Cities 2/	 For State highway use. For local road and street purposes.
Gasohol Tax 1983-9¢ per gallon 1984-8¢ per gallon 1985-7¢ per gallon	Motor Fuel Dealers:		
	Wholesale	Retain 2% of gross tax receipts.	For collection of gasoline taxes.
	Retail	Allowed the amount of tax on 1% of gallonage purchased.	For evaporation and shrinkage at retail level.
	Township Road Fund	Proceeds from 1¢ per gallon tax.	For township road purposes
	Highway Tax Distribution Fund 1/	Remainder: 63% to State Hwy. Dept. 37% to Counties & Cities 2/	 For State highway use. For local road and street purposes.
Special Fuels Tax 3/ (13¢ per gallon)	Special Fuels Refund Fund	Amount required, approximately 14% of State Tax Commissioner's receipt.	Pay special fuels tax refund claims for nonhighway use.
	Township Road Fund	Proceeds from 1¢ per gallon tax.	For township road purposes.
	Highway Tax Distribution Fund 1/	Remainder: 63% to State Hwy. Dept. 37% to Counties & Cities 2/	 For State highway use. For local road and street purposes.

PROVISION GOVERNING THE DISPOSITION OF NORTH DAKOTA REVENUES FOR HIGHWAY PURPOSES
ACCRUING FROM STATE SOURCES, JULY 1, 1983-JUNE 30, 1985

Collection Agency and Fee or Tax	Disposition of Revenue: Fund	Disposition of Revenue: Amount or Proportion	Disposition of Revenue: Object of Expenditure
State Tax Commissioner			
Blended Special Fuels (9¢ per gallon)	Township Road Fund	Proceeds from 1¢ per gallon.	For township road purposes.
	Highway Tax Distribution Fund 1/	Remainder: 63% to State Hwy. Dept. 37% to Counties & Cities 2/	For State highway use. For local road and street purposes.
Special Fuels 2% Excise Tax on purchase price of agricultural, industrial, railroad, and heating fuels.	Highway Tax Distribution Fund 1/	63% to State Hwy. Dept. 33% to Counties & Cities 2/	For State highway use. For local road and street purposes.
One cent of Refundable tax on motor fuels used for agricultural or industrial purposes.	Township Road Fund	All	For township road purposes.
One percent Severance Tax on gas and oil production. Revenue distributed will be limited to Severance taxes collected prior to July 1, 1983. A single distribution will be made during September 1983.	Township Road Fund	An amount which, when added to the amount distributed to townships from the one cent nonrefundable motor fuel tax receipts will result in a total distribution of $1 million.	For township road purposes.
	Highway Tax Distribution Fund 1/	Remainder: 63% to State Hwy Dept. 37% to Counties & Cities 2/	For State highway use. For local road and street purposes.
State Highway Department			
Truck Reciprocity Fees: Prorated Truck Reg. Fees Prorated Trlr. Reg. Fees Proration Plates and Cab Card Fees Approved Truck Equipment Fees Truck Overload Fees Escort Service Fees Moving Permit Fees: Mobile Home Overweight/Size Equip. Trip Permit Fees Drivers' License Fees	State Highway Fund	All	Construction and maintenance of roads on the State highway system.

1/ From this fund the State Treasurer distributes monthly the amount received from motor vehicle registrations and related fees, ton fees, gasoline, gasohol and special fuels (diesel) taxes. A 2% excise (retail sales) tax on other special fuels and one half of a 4% motor vehicle use tax.

2/ Allocated by the State Treasurer to the counties in the proportion that the number of motor vehicles registered in each county bears to the total motor vehicles registered in all counties in the State. The amount so allocated to each county is then distributed by the State Treasurer 73 percent to the county for county highway purposes and 27 percent to the incorporated cities of that county for street purposes. Distribution to incorporated cities is made according to population as determined by the last regular or special United States census, or by State census for newly incorporated places. Provided, however, that in each county having a city with a population of ten thousand or more, the amount transferred each month into the county highway tax distribution fund shall be the difference between the amount allocated to that county and the total amount allocated and distributed to the incorporated cities in the county as computed according to the following formula: (1) The share to each city in the county having a population of less than one thousand shall be determined by multiplying the population of that city by the product of 1.50 times the statewide per capita average. (2) The share to each city in the county having a population of one thousand to four thousand nine hundred ninety-nine, inclusive, shall be determined by multiplying the population of that city by the product of 1.25 times the statewide per capita average. (3) The share to each city in the county having a population fo five thousand or more shall be determined by multiplying the population of that city by the statewide per capita average for all such cities.

3/ Includes importer for use fuel the tax on which applies to fuel imported into the State in supply tanks of interstate motor carriers and used on North Dakota highways. Such operators require a license and remit tax to the State Tax Commissioner.

GALLONAGE DISPOSITION OF NORTH DAKOTA GASOLINE, GASOHOL, AND SPECIAL FUELS [1/]
1974-1983

Fiscal Year Ending June 30	Gasoline			Gasohol
	Gross Gallons Taxed	Refunded or Assigned	Net Gallons Taxed for Highway Purposes	Gallons Taxed for Highway Purposes
1974	412,320,285	102,108,651	310,211,634	—
1975	407,914,331	92,679,896	315,234,435	—
1976	431,782,714	92,497,882	339,284,832	—
1977	444,573,605	88,279,711	356,293,894	—
1978	443,047,060	83,712,582	359,335,387	—
1979	457,127,404	80,953,591	376,173,813	46,450
1980	411,891,747	72,913,777	338,977,970	5,853,535
1981	377,621,487	61,574,304	316,047,183	12,930,696
1982	390,791,286	60,117,564	330,673,722	9,123,427
1983	384,489,318	52,643,955	331,845,363	4,997,402

Fiscal Year Ending June 30	Special Motor Fuel			Other Special Fuels Taxed at 2% of Purchase Price
	Gross Gallons Taxed	Refunded	Net Gallons Taxed for Highway Purposes	
1974	61,713,333	7,806,705	53,906,628	313,202,222
1975	62,569,580	16,400,478	46,169,102	324,948,276
1976	71,380,781	14,807,670	56,573,111	338,346,179
1977	81,272,907	15,445,657	65,827,250	338,197,105
1978	84,966,751	17,635,194	67,331,557	360,005,300
1979	92,732,210	21,639,433	71,092,777	393,700,690
1980	97,974,168	15,666,868	82,307,300	413,768,228
1981	96,308,849	17,205,952	79,102,897	365,428,289
1982	106,634,583	14,830,578	91,804,005	399,134,244
1983	101,166,625	12,013,571	89,153,054	354,077,711

1/ Data as reported by the Gas Tax Division, State Tax Department.

HS83 5

RECEIPTS FROM TAXES LEVIED ON GASOLINE, GASOHOL, AND SPECIAL FUELS [1/]
1974-1983

Fiscal Year Ending June 30	Gasoline			Gasohol Tax Receipts
	Gross Gas Tax Receipts	Withheld for Refunds and Administration	Net Gas tax Receipts Available for Distribution	
	$	$	$	$
1974	25,627,053	5,267,500	20,359,553	—
1975	25,877,447	4,767,500	21,109,947	—
1976	27,056,560	4,330,000	22,726,560	—
1977	29,205,095	4,630,000	24,575,095	—
1978	32,194,238	4,889,000	27,305,238	—
1979	33,409,941	4,836,000	28,573,941	1,000
1980	30,534,045	4,453,232	26,080,813	199,491
1981	27,827,416	3,852,553	23,974,863	511,606
1982	29,238,732	3,762,033	25,476,699	357,306
1983	29,884,170	3,471,056	26,413,114	199,947

Fiscal Year Ending June 30	Special Motor Fuels			Special Fuels 2% Excise Tax 1/
	Gross Sp. Fuels Tax Receipts	Withheld for Refunds	Net Special Fuels Tax Receipts Available for Distribution	
	$	$	$	$
1974	4,273,437	786,550	3,486,887	1,546,438
1975	4,419,026	974,953	3,444,073	2,087,788
1976	4,846,937	970,906	3,876,031	2,302,180
1977	5,875,693	1,278,680	4,597,013	2,601,065
1978	6,646,727	1,676,615	4,970,112	2,971,684
1979	7,369,349	1,179,803	6,189,546	3,458,560
1980	7,739,961	1,260,572	6,479,389	6,086,527
1981	7,735,664	1,455,863	6,279,801	6,390,079
1982	8,752,190	1,239,041	7,513,149	7,638,319
1983	8,483,985	1,145,160	7,338,825	6,324,924

1/ Two percent excise tax levied on purchase price of special fuels used for agricultural, railroad, industrual, and heating purposes.

HS83 6

NORTH DAKOTA MOTOR VEHICLE AND TRAILER REGISTRATIONS

1973-1982

Calendar Year	Privately Owned Motor Vehicles						
	Passenger Cars 1/	Trucks 2/	Buses	Motorcycles	Snow-mobiles 5/	House Cars 6/	Total
1973	300,781	177,603	588	18,738	14,653	1,921	514,284
1974	318,253	195,388	570	22,387	9,295	2,492	548,385
1975	328,206	208,677	544	24,742	19,513	3,244	584,926
1976	332,901	215,291	528	24,590	7,329	4,321	584,960
1977	341,240	222,594	521	26,027	15,905	5,380	611,667
1978	348,488	232,667	496	27,035	5,345	6,560	620,591
1979	355,748	242,276	641	28,108	1,294	7,331	635,398
1980	361,956	245,463	764	29,613	13,668 7/	7,711	659,175
1981	371,964	248,903	774	31,115	1,290	8,303	662,349
1982	377,935	254,237	803	31,312	13,924	9,069	687,280

Calendar Year	Publicly Owned Motor Vehicles 3/					Total Motor Vehicle Registrations	Trailer Registration		
	Passenger Cars	Trucks	Buses	Motor-cycles	Total		Travel Trailer	Commercial and Other 4/	Total
1973	1,628	4,872	1,138	42	7,680	521,964	9,582	9,341	18,923
1974	1,682	5,036	1,167	42	7,927	556,312	11,138	11,027	22,165
1975	1,973	4,964	1,220	40	8,197	593,123	12,376	11,719	24,095
1976	2,020	5,147	1,239	37	8,443	593,403	13,535	12,660	26,195
1977	2,055	5,223	1,259	36	8,573	620,240	14,445	12,948	27,393
1978	2,152	5,328	1,285	40	8,805	629,396	15,506	17,954	33,460
1979	2,238	5,339	1,299	57	8,933	644,331	15,464	19,478	34,942
1980	2,276	5,561	1,333	59	9,229	668,404	15,508	23,780	39,288
1981	2,150	5,818	1,327	54	9,349	671,698	15,742	26,687	42,429
1982	2,170	6,031	1,283	47	9,531	696,811	15,885	28,499	44,384

1/ Includes special registrations for ham radio operators, antique automobiles, letter plates, and veterans.
2/ Includes special registrations for well drillers, house movers, soil conservation trucks, letter plates, ham radio operators, and veterans.
3/ Vehicles owned by the state and local units of government.
4/ Includes commercial, mobile, farm, and private trailers.
5/ Snowmobiles are registered for a two-year period beginning July 1 of each odd-numbered year.
6/ A house car is defined as a motor vehicle which has been reconstructed or manufactured for private use as sleeping or living quarters.
7/ Effective January 1, 1980, snowmobiles are registered for a two-year period beginning January 1 of each even-numbered year.

RECEIPTS FROM NORTH DAKOTA MOTOR VEHICLE REGISTRATION AND RELATED FEES [1/]
1974-1983

Fiscal Year Ending June 30	Motor Vehicle Registration Fees	Motor Vehicle Use Tax on Out-of-State Sales	Ton Fees	Withheld for Motor Vehicle Department Administration	Total Net Receipts
	$	$	$	$	$
1974	16,456,743	765,645	211,149	950,000	16,483,537
1975	17,619,331	775,421	180,832	950,000	17,625,584
1976	19,188,916	781,036	199,449	1,250,000	18,919,401
1977	19,644,148	712,934	197,113	1,050,000	19,504,195
1978	22,513,575	745,512	196,488	1,200,000	22,255,575
1979	23,477,202	1,050,199	191,113	1,400,000	23,318,514
1980	24,272,515	1,104,705	185,452	2,800,000	22,762,672
1981	24,118,085	1,193,235	190,397	1,500,000	24,001,717
1982	27,823,353	1,191,923	190,258	1,675,000	27,530,534
1983	27,535,524	1,014,495	188,081	1,911,205	26,826,895

MISCELLANEOUS ROAD-USER REVENUE FROM VARIOUS SOURCES

Fiscal Year Ending June 30	Truck Regulatory Fees	Oil and Gas Production Tax	One-Cent Nonrefundable Tax		Drivers License Fees	Total Receipts
			Gasoline	Special Fuels		
	$	$	$	$	$	$
1974	2,327,588	—	—	—	—	2,327,588
1975	2,408,274	—	—	—	—	2,408,274
1976	2,756,974	—	—	—	778,784	3,535,758
1977	3,233,826	—	—	—	1,374,750	4,608,576
1978	3,479,415	—	—	—	1,294,623	4,774,038
1979	3,908,976	—	—	—	977,818	4,886,794
1980	4,452,182	—	—	—	988,695	5,440,877
1981	4,225,659	—	—	—	1,009,135	5,234,794
1982	4,123,422	11,529,826	296,661	6,700	1,012,092	16,968,701
1983	4,438,497	15,813,907	483,055	17,053	1,045,168	21,797,680

1/ All registration and related fee data from recrods of the Motor Vehicle Department.

HS80 7

SUMMARY OF STATE HIGHWAY DEPARTMENT RECEIPTS

1974-1983

Fiscal Year Ending June 30	Receipts From State Sources: State Apportionments of Highway-User Taxes: Motor Fuel Taxes	Special Fuels (2%) Excise Taxes	Motor Vehicle Registration Fees	Motor Vehicle Use Tax	Ton Fees 1/	Misc. Truck Fees 2/	Driver License Fees	Transfers 3/	Gas and Oil Production Tax
	$	$	$	$	$	$	$	$	$
1974	15,765,312	972,218	9,626,928	477,775	133,631	2,327,588	—	—	—
1975	15,179,844	1,286,902	10,465,441	477,514	113,131	2,408,274	—	—	—
1976	16,448,890	1,415,959	11,230,052	490,726	126,392	2,756,974	688,295	—	—
1977	17,665,052	1,597,989	11,788,469	452,320	124,581	3,233,826	1,340,090	—	—
1978	20,950,918	1,820,795	13,316,607	460,213	123,960	3,479,415	1,317,767	—	—
1979	22,080,690	2,139,940	13,892,127	652,943	120,314	3,908,976	983,973	—	—
1980	20,783,686	3,671,385	13,728,593	713,747	117,661	4,452,182	987,124	10,000	—
1981	19,842,393	4,099,516	14,156,204	713,396	119,436	4,225,659	1,006,191	36,164	—
1982	20,863,985	4,795,242	16,357,331	771,251	118,391	4,123,422	1,021,744	510,806	5,543,983
1983	20,922,903	3,989,787	16,283,237	624,516	118,920	4,438,496	1,031,902	—	7,721,879

Fiscal Year Ending June 30	Receipts From State Sources (Con't): From Other Units of Government: Cities 4/	Counties 5/	Misc. Fees and Taxes	Total Receipts From State Sources	Receipts From Federal Agencies: For State Highways	For Local Roads and Streets	Railroad and Mass Transit	Total State Highway Department Receipts
	$	$	$	$	$	$	$	$
1974	923,497	1,732,629	1,266,525	33,226,103	27,850,605	3,297,693	—	64,374,401
1975	517,300	3,574,941	933,378	34,956,725	31,201,900	3,520,954	—	69,679,579
1976	1,233,288	3,693,611	1,297,659	39,381,846	37,455,474	8,006,224	4,344	84,847,888
1977	1,366,387	4,907,670	1,192,169	43,668,553	44,141,459	9,724,017	160,754	97,694,783
1978	1,260,614	3,565,733	1,671,361	47,967,383	38,021,696	10,531,710	61,719	96,582,508
1979	1,891,478	3,663,248	1,823,533	51,157,222	38,501,952	7,757,952	336,783	97,753,909
1980	2,029,145	4,999,089	2,084,728	53,567,340	45,943,639	15,468,392	389,900	115,369,271
1981	2,103,403	5,702,317	2,173,745	54,178,424	44,708,341	16,480,984	1,009,716	116,377,465
1982	2,999,177	6,319,175	3,287,513	66,712,020	44,256,373	16,435,888	1,510,734	128,915,015
1983	2,050,075	2,742,643	3,799,517	63,723,875	41,750,614	9,631,004	2,754,099	117,859,592

1/ Special fees levied on North Dakota licensed commercial trucks having a registered gross weight of 12,000 to 24,000 pounds, inclusive.
2/ Truck-mile taxes, truck reciprocity license and plate fees, and miscellaneous road-user taxes collected by Truck Regulatory Division, State Highway Department.
3/ Appropriations from the General and other State Funds.
4/ Consists of city reimbursements to State Highway Department for street construction.
5/ Consists of county reimbursements to State Highway Department for county highway construction.

HS83 3

SUMMARY OF STATE HIGHWAY DEPARTMENT DISBURSEMENTS 1/

1974-1983

Fiscal Yr. Ending June 30	Disbursements for State Highways							
	Construction	Maintenance	Administration	Planning and Research 2/	Safety Program	Drivers License Division 3/	Transfers to State Highway Patrol	Truck Regulatory Division 4/
	$	$	$	$	$	$	$	$
1974	37,380,380	7,730,378	2,776,447	744,343	318,162	348,575	1,750,000	1,103,286
1975	42,598,356	9,269,562	3,263,555	782,377	338,106	412,350	1,225,000	1,161,714
1976	54,447,455	12,083,635	3,509,925	923,818	365,698	574,838	—	1,197,076
1977	49,888,221	12,175,802	4,023,443	973,311	457,565	781,079	—	1,276,466
1978	49,963,261	13,271,741	3,951,432	908,167	924,362	733,021	171,398	1,458,982
1979	62,491,084	14,449,703	4,655,956	1,173,369	1,612,297	750,025	310,835	1,614,135
1980	65,117,934	17,040,249	5,106,140	1,007,348	1,380,770	754,085	1,745,803	1,773,053
1981	56,983,666	18,276,647	5,834,948	1,153,605	1,382,761	790,234	2,783,660	2,039,831
1982	56,246,000	24,201,605	6,414,168	1,156,032	1,007,492	927,795	238,640	2,261,985
1983	65,309,627	24,538,117	6,797,217	1,020,959	649,498	1,027,641	185,220	1,957,036

Fiscal Yr. Ending June 30	Disbursements for State Highways (Con't)				Expended on Local Roads and Streets	Rail and Mass Transit Trans. Asst. Programs	Total State Hwy. Dept. Disbursements
	Travel Division	Construction of Buildings 5/	Misc.	Total Disbursements for State Hwys.			
	$	$	$	$	$	$	$
1974	472,546	43,558	79,548	52,747,223	4,179,857	—	56,927,080
1975	533,033	674,882	241,733	60,500,678	9,613,978	—	70,114,656
1976	692,266	42,122	130,138	73,966,971	12,568,049	190,661	86,725,681
1977	444,487	945,473	105,558	71,071,405	17,349,018	228,141	88,648,564
1978	529,815	—	136,330	72,048,509	14,300,336	196,231	86,545,076
1979	565,676	—	120,042	87,743,122	14,148,364	444,527	102,336,013
1980	617,844	—	58,034	94,601,260	22,178,704	926,676	117,706,640
1981	681,390	—	315,078	90,241,820	24,649,283	1,258,060	116,149,163
1982	630,338 6/	—	202,500	93,286,555	20,471,383	1,591,565	115,349,503
1983	630,338 6/	—	140,867	102,256,520	13,896,410	3,198,192	119,351,122

1/ Disbursements are reported on a cost accounting basis.
2/ Costs of Planning Division of the State Highway Department plus transportation planning assistance to urban areas.
3/ Safety responsibility administration and issuance of driver licenses.
4/ Check truck weight, administer truck reciprocity, and collect the truck-mile tax and other road-user fees.
5/ Expenditures for storage buildings not included. These expenditures are included in maintenance.
6/ Transfers to Economic Development Commission (Tourism Division).

HIGHWAY USER REVENUE DISTRIBUTION
1982-83 FISCAL YEAR

Revenue Source	State Highway Department	Counties	Cities	Townships	Total
	$	$	$	$	$
Gasoline	16,245,694.65	5,952,618.40	3,588,503.85	-	25,786,816.90
Gasohol	133,484.98	48,914.21	29,481.71	-	211,880.90
Special Fuels (8¢) Tax	4,542,652.44	1,664,596.24	1,003,310.76	-	7,210,559.44
Blended Special Fuels (4¢) Tax	1,070.44	392.38	236.28	-	1,699.10
Special Fuels 2% Excise Tax	3,989,786.63	1,462,049.73	881,158.27	-	6,332,994.63
Motor Vehicle Registration Fees	16,283,237.12	5,967,283.65	3,595,887.39	-	25,846,408.16
Ton Fees	118,920.06	43,589.06	26,252.88	-	188,762.00
Motor Vehicle (3%) Use Tax	624,516.40	228,817.37	137,962.12	-	991,295.89
Oil & Gas Production Tax	7,721,878.55	2,829,090.87	1,705,980.66	6,286,809.41	18,543,759.49
One Cent of Refundable Tax on Motor Fuels	-	-	-	713,190.59	713,190.59
Miscellaneous Road User Revenue	5,470,398.45 1/	-	-	-	5,470,398.45
TOTALS	$55,131,639.72	$18,197,351.91	$10,968,773.92	$7,000,000.00	$91,297,765.55

1/ Consists of $4,438,496.44 Truck Regulatory Fees and $1,031,902.01 Drivers License Fees.